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CENTRAL INTELLIGENCE AGENCY

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SUBJECT Construction of the Warsaw Subway

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REFERENCE COM

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1. Two construction companies are working on the Warsaw subway under the authority of the Main Administration for the Construction of the Subway which has offices on Trzech Krzyzy Square. The firms are Metro Budowa, with offices at Ulica Kowla, Warsaw-Praga, and the Warsaw branch of the Shaft Construction Company of Bytom. The former has undertaken the construction of 21 shafts, and the latter is to build five shafts. The Main Administration issues blueprints, supervises the work being done and the use of equipment it owns, and recruits technicians for the subordinate companies.
2. The exact location of each shaft is unknown. Shaft, number 4s is on the Praga side of the Swierczewskiego bridge beside the Mosty Interurban railway station. Shaft 3a is in Praga, east from the Wilenski railroad station. Shaft 3s is on the other side of the Wilenski railroad station, on Ulica Targowa in the direction of the Vistula; 4s is on the back part of the streetcar station on the Vistula. Shaft 4a is on the right bank of the Vistula at Mariensztat. Shaft 22, in construction for several months, is at Ulica Marszalkowska and Ulica Krolewska, in the Sacra Garden. On 14 August 1952, Shaft 4s was 35 meters deep; the blueprints specify 63 meters depth. Work on the tunnels for Shafts 3s and 5s started in the autumn of 1951. By August, only 20 meters had been dug. Water seepage makes the work very difficult. In shafts which are equipped with freezing equipment, the work proceeds at a fast pace; there are, however, only a few shafts so equipped. In Shaft 4a, excavation had reached a depth of 67 meters.
3. Not all shafts, worked on by the Metro Budowa company have been started; in some cases, preparations are still being made. Work is proceeding in 18 of the 26 tunnels; in the others it has not yet begun for lack of equipment or labor.

CLASSIFICATION

Summary

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4. Work norms are similar for laborers in shafts with freezing equipment as in those without. Workers in the ill-equipped tunnels cannot work longer than one hour at a time. They return to the surface wet and cold, unable to continue. They are unable to fulfill their norms and therefore receive very meager wages. The norm for one man per day is to dig one centimeter from the shaft. Norms are figured collectively. Workers who do not enter competition have greater tax deductions. One worker received 1,880 zloty for a month's wages; after taxes, he had 167 zloty.
5. Each tunnel needs four shifts of sub-surface workers. Above ground, the work is done in three shifts a day. On employment, each laborer signs a paper committing him not to disclose the secrets of the subway construction. Violation brings a minimum penalty of three years imprisonment.
6. The authorized strength of a shaft crew is:
 - 1 shaft foreman
 - 1 relief foreman
 - 1 chief foreman
 - 1 storage worker
 - 1 freezing equipment workers (three shifts)
 - 1 compressor workers (three shifts)
 - 1 elevator operators (three shifts)
 - 4 surface workers (three shifts)
 - 4 underground workers (four shifts)

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Attachment

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WARSAW SUBWAY

